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THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY.

DISTINGUISHED BRIGHTON. WAR SOUVENIR OF ITS INDIAN TROOPS.

One of the most interesting events of the war, on its humane side, was the use made of the Royal Pavilion at Brighton as a military hospital for the Indian troops who fought in France in the early days of the campaign.

This historic event has now been given the dignity of a permanent memorial in the form of a booklet, which has been prepared and edited by Mr. Henry Roberts, Director of the Public Library, Museums and Fine Art Galleries of Brighton, with the assistance of the military authorities.

When accommodation for the wounded Indian troops had to be found at very short notice the Brighton Corporation generously offered the use of the town's public buildings, and the present souvenir gives the history of the Pavilion Hospital (which was under the command of Colonel McLeod) from the time of its erection as a Royal Palace by King George IV. down to the days of its use by King William IV. and Queen Victoria.

Everything of interest connected with the building's use as an Indian hospital is recorded, even to the consideration which was given to the complex matter of native caste and the arrangements which were made for religious observances. One conspicuous fact of the record is that there were only 19 deaths—a splendid tribute to Brighton's pure air. Another interesting chapter is the description of the King's visit on August 25th, 1915, to bestow the Victoria Cross, the Military Cross, and other decorations upon native officers and men who had distinguished themselves in action. Translations of the book have been made in two Indian languages, Urdu and Gurmukhi, and the record of which 50,000 copies have been purchased by the Indian Government—contains fine illustrations of the state apartments and other rooms used as wards in the Pavilion building.

THE COUNTESS MARKIEVICH. SINN FEINER AND SUFFRAGIST.

For years the Countess Markievicz (who was sentenced to death, afterwards commuted to penal servitude) for her part in the recent Irish rebellion has been one of Dublin's stormy petrels. At all times of popular excitement she has appeared, running about with tremendous energy and haranguing, sometimes a crowd, at other times individuals, with a curious swift shrill rush of words, and giving the impression of a well-meaning but ill-balanced and hysterical personality. In spite of her name, Mne. Markievicz is an Irishwoman, being the eldest daughter of the late Sir Henry Gore-Booth, Bt., of Lissadell, Co. Sligo, and sister of the present baronet, Sir Josslyn Gore-Booth. Another sister is Miss Eva Gore-Booth, the poetess.

In 1900 she married the Polish Count, Countess Dunin de Markievicz, and in all these little tear-cup storms that periodically tossed the art world of Dublin the pair were to the fore, always siding with the most "advanced" party and always anxious that the *bourgeois* should be well shocked for their own good. The Countess was the more active in all these quarrels and reforming enterprises, and the count, a genial, popular, boyish giant, who painted pictures, wrote plays, and, with enormous enthusiasm, sang the Polish National Anthem at artistic functions, followed his wife closely, and between them they gave a good deal of amusement to Dublin in the long ago before the war. The Countess appeared in the Count's plays the small, but sophisticated audiences that assembled always had an evening of suppressed giggles. It was all so earnest and the shocking was comically self-conscious.

But it was when authority had to be defied that Madame Markievicz surpassed herself. Then what denunciations of England from this gaunt, excited figure! What belabourings of Man! For she was a "suffragette" as well as a Sinn Féiner, and she was a prominent figure in the suffrage disorders in Dublin. One of her chief swoops into notoriety was in the big strike in 1913, when she was one of the most active of Larkin's supporters.

The Times.

RUSSIA IN WAR TIME.

THE NEW ARMIES.

The Petrograd correspondent of the *Nieuwe Rotterdamse Courant* writes: Just as the Englishman believes he will win the war by his superior financial resources the Russian is relying on his abundance of human material. The Germans are running short of men they say—and we have inexhaustible reserves. All winter Russia has been busily preparing for the great offensive that is to follow this spring. Fresh levies have been called up to fill the gaps caused by last summer's terrible losses. And it must be said that they make an excellent impression. The new recruits, most of them, in their long light brown overcoats, warm gloves and well-made shoes. When one sees them for the first time at Petrograd, one is sometimes inclined to take them for soldiers picked out for a parade. But I can only say that the favourable impression I received in the Capital was confirmed in the provinces. They were everywhere well-dressed and shod (an important point) and evidently well fed. There seemed to be a shortage of rifles, not to speak of guns and munitions. In saying this I am not betraying military secrets, for the worst in this regard is over. Guns, both light and heavy, and all kinds of munitions have been imported by way of Vladivostok, Archangel and Siberia all the winter long, whilst new munition factories have been erected in Russia itself, where the work is continued day and night.

A YEAR AGO.

When about a year ago the Russian front was broken through near Tarnov and the retreat from Galicia and Poland began the German *communiqué*, it will be remembered, repeatedly made mention of thousands of Russian prisoners who had either been unarmed or only armed with clubs. Many probably had no faith in those reports. But it has since appeared that they were only too true, and now everyone knows how terrible the position was at the time: how the unarmed were kept as reserves right behind the armed, so that they could gradually arm themselves with the arms of their dead or wounded comrades. Likewise we know now all about the overwhelming majority of the German artillery, which caused the collapse in Poland. Nevertheless it took quite a while for all this to transpire, and it was only permitted to write and speak of it openly when the revelations in the *Times* and the cable in Britain and France proved that the Allies were quite as much at fault.

But what made the whole story in Russia so extremely unpalatable was the rumours of evil things that started up at various places, and involved the highest military circles. There was the treason by the staff Colonel Mijakof, to which the defeat in East Prussia was partly attributed, closely followed by the capitulation of Grodno and the unwarrantable surrender of Novo Georgievsk, and finally, in July, the retirement of the Minister for War, General Samojlov.

MEASURING OUT CORRUPTION.

Military men praised this Minister as an able officer who, however, was not proof against temptations, to which many prominent Russian officials are exposed. It was, thus, at first "only" asserted that he had tampered with army contracts; many millions were said to have been embezzled, etc. Afterwards he was accused of having neglected the army supplies from carelessness. But when two and two were put together it was found the neglect had been intentional. What is true of all this the pending enquiry will have to show. The Committee appointed on the Senate for the purpose has, however, already published a few data, from which the carelessness and neglect of duty on the part of the Minister appear quite clearly. He had caused a great number of rifles to be destroyed and sold implements for the manufacture of rifle barrels, when he must have known that there was a shortage of rifles. He had refused an offer of munitions received from the Allies when he must have known that there was a shortage here too. A few Austrians and their wives and a German woman were involved in the plot. They had been on an intimate footing with the Minister long before the war, when he was Governor of Kiev and upon his appointment as Minister followed him to Petrograd.

Meanwhile it was realised in Russia, even before M. Soukhomlinof's retirement, that the army supplies left much to be desired, and the President of the Duma, M. Rodzianko, after a visit to the front, called a meeting of Duma members to communicate to them his impressions. But the writer relates in the letter all the wise measures planned as a result of the meeting were checked by the insurmountable barrier raised by M. Goremykin, the Premier. After his disappearance the political life of Russia revived and in all directions great strides were made.

OVER-EATING.

The physician of the West End Hospital, London, writes in the *Lancet* that he recently estimated the regulation supply of food at a prominent London club was about twice the quantity actually necessary, and a large proportion of the habitues gave evidence of the havoc which prolonged over-eating had wrought in their tissues. "I lately heard," he adds, "a visitor to a country hotel remark to the landlord upon the abundance of the fare he provided. 'Yes,' was the proud rejoinder, 'this is a house of plenty.'" The London policeman, this as the London postman, although he does not expend more than a quarter of the muscular energy expended by the latter. It is clear, therefore, that he eats more than is necessary, a conclusion which is not infrequently borne out by the amplitude of his proportions. It is necessary to meet a thin policeman past thirty in our towns as it is to see a stout postman anywhere.

WHY ITALY WENT TO WAR.

DR. DILLON'S NARRATIVE.

When the elect historian comes to write the narrative of the genesis of the Great War he will find in this book some of the master clues to the whole story. It is but one chapter in that whole, but as Dr. Dillon presents it this illumination of Italy's transit "from the Triple to the Quadruple Alliance" sheds a flood of light not only on that significant change of partnership, but on the entire scene of Europe convulsed. In Italy's case we see at the far-off beginning, and in the shadows of the background, the cryptic figure of Bismarck, and at the end a whole people, a community of decent citizens, loathing with fury the fruits of his handiwork. In a day of sudden wrath and enlightenment Italy stands free from the degrading compact with barbarism. Dr. Dillon sees in that wave of anti-Teutonic anger, gathering force from the commotion set up by the submerged *Lusitania*, a process akin to conversion in religious experience. The wave carried with it the timid and cautious statesmen, swept over the venal or opportunist politicians, and broke upon Germany's partner in infamy. Out of the wrong Prince Bismarck, indeed, saved his country, for not in a night can Italy shake off the shackles of a generation, but Bismarckism as a potent political principle in Italy has gone under.

The amazing thing is that Italy was ever beguiled into alliance with the militarist empires, and Dr. Dillon discloses for us the spiderlike machinations by which Bismarck in the fact of the apparently insuperable obstacle of Italian hatred of Austria accomplished that strange grouping. His trump card was Franco-Italian rivalry for colonial expansion in the Mediterranean, and this he played with his customary and unscrupulous skill. Italy, a new-comer among the Powers of Europe, strategically and economically weak, and still at the risk of Austrian aggression, had to choose between isolation and an alliance laid down was "the road lies through Vienna." And through Vienna Italy at last had to go for the much-needed alliance with powerful Germany. It was humiliating, but not more so than the whole history of the alliance seen from Italy's point of view.

AN ALLIANCE?

Crispien's memoirs have told us of his bitter dissatisfaction with the inequality of the new relation and of Italy's disappointment in her looked-for benefits. Both the Central Empires treated her not as a partner but as a necessitous dependent, to whom it was unnecessary to concede anything. "Italy!" said Bismarck, in his brutal way of conversation, "Italy is a public woman on the streets." Austria's contempt was not even veiled. Italians of the Irredentists continued to suffer persecution for their nationality, and protests from the Quirinale were vain. Dr. Dillon tells us more that Crispien knew, and much that has happened since his day and one can only marvel at slighted Italy's long patience.

A climax of absurdity in the use of the word "alliance" as applied to the relation between the Germanic States and the Latin nation was reached in Italy's tripolitan adventure—to which Bismarck had long ago encouraged her—when the Southern States were persistently hampered and obstructed by her "friends." They limited her scope of operations against Turkey and attacked her in the Press. Nor was this the extreme of the characteristic perfidy of the two Central Powers. Germany secretly contributed men and money to the Turks, and Austria, Chief of the General Staff, "one of the most gifted men in the Hapsburg Monarchy," says Dr. Dillon, actually urged that Italy's preoccupation was an opportunity for making a war which should cripple her. The Archduke, who was then heir-apparent, approved the scheme; the Emperor, for reasons which may have been creditable or merely expedient, who had "loyally" discharged all the duties imposed on her by the alliance, even when the cost was painfully heavy.

ECONOMIC SLAVERY.

It is to be inferred how strong were the bonds or painful the necessities which persuaded Italy to renew once more two foreign alliances after her war with Turkey. It is to be seen, now, and Dr. Dillon makes it abundantly clear that Italy's economic turpitude to Germany lies in the explanation of much otherwise inexplicable there are no passages in the book so pertinent to English readers and none so illustrative of the Teuton character as those which describe the gradual and secret forging of the industrial fetters by which Italy is still bound.

Turn to the history of Teutonism during the past thirty years in Turkey, Spain, Roumania, Italy, Belgium, Holland, Persia, Britain—in a word, in any part of the globe—and you find the same essential features of Teutonic interpretation, modified to suit local conditions. On the one side—the side of the invaders—a vast, compact organization, working to realize a coherent and grandiose plan, employing scientific methods, armed with technical skill, and aided by a real Government which inspires, heartens, leads and helps its subjects, identifying their success with its own. And on the other side, classes and masses mutually distrustful, Parliamentary parties ready to fraternize with foreigners, deputies willing at the suggestion of these to ask awkward questions of the Government, political clubs eager to welcome spying strangers as guests or members and give them facilities for acquainting themselves with state secrets, commercial institutions and industries longing for foreign capital or brains, and willing to save a few pounds by admitting spies masquerading as hard-working clerks from abroad who serve "without salary," public men at the outset of their career thirsting for foreign recognition and sensible to delicate flattery, and journalists plying for first-hand information and ready to undergo any ordeal for a "scoop." On the invaders' side a body of resolute men

(Continued on next Column.)

TRUNKS OF RUBBER.

HALF-WAY ROUND THE WORLD EN ROUTE FOR GERMANY.

One of the German ruses to obtain rubber from America was described in the Prize Court at Home, when the Brazilian ship *Faldanha da Gama* and her cargo were formally condemned.

Mr. Wright, Counsel for the Crown, explained that the vessel sailed on February 6th last year from Para, her destination, according to her papers, being New York. When captured off the coast of Iceland on March 3rd the captain named Lorentzen, said he was going to Norway for repairs, but it appeared that the ship was fully repaired and surveyed at Para.

As to her cargo of rubber, an intercepted wireless message from Paul Schmidt, of the Rubber and Guayule Agency, of New York, to Weber and Schaefer, Hamburg, on February 8th said that Lorentzen had sailed with 153 tons of rubber. On March 25th an intercepted wireless from Weber and Schaefer to Ferdinand Wulf read: "Lorentzen's steamer captured. Weber, president, Rubber and Guayule Agency, and Schmidt, secretary, have been fined £2500 each, and the company £2500 in New York for smuggling rubber as ladies' luggage from New York to Europe." The rubber was sent in four fashionably trunks and eight boxes.

The President in giving judgment, said that this daring captain took his ship half round the world on the way to New York.

toiling and toiling perseveringly, backed by the most powerful empire on the globe, their gaze riveted on the goal, their scruples consumed by patriotic fire, and on the side of the invaded political parties, groups and institutions, each one forming an independent centre, all striving after a variety of conflicting aims, each dependent for success on its own unaided efforts, and of help or recognition even from the intelligent foreigner.

BANCA COMMERCIAL.

This process of "interpenetration," unpleasantly reminds one of the pretty caterpillar that preserves its outward appearance of normal individuality and retains even mobility, while it is actually being inwardly consumed alive by a voracious parasite. The culmination of the process in Italy's case, and its most subtle tooth was the Banca Commercial Italiana, whose name, Dr. Dillon hardly needs to tell us, is a misnomer. One hopes that some day Dr. Dillon, or another as gifted in letters and affairs as he, will tell us the full story of this remarkable institution and its achievements. We have had described to us by fiction writers the box constrictor, the activities of mammoth and unscrupulous Transatlantic trusts. But let some realistic novelist take this hint from Dr. Dillon respecting the Banca Commercial Italiana, whose headquarters are in Milan.

Nothing more fantastic, yet real, more splendid or squalid, more sublime or base, has been conceived by the most imaginative writer of fiction. It is a gorgeous vision, of which many of the elements are ugly, base, and repulsive, a vision which seizes and fascinates the imagination while it challenges the moral sense of the spectator. The central centres round a bank which, created almost out of nothing, wormed itself into the economic organism of the kingdom, grubbing up capital as it wriggled forward, undermined native industries and institutions, seized and bereft them of their national character, teutonized their direction and activity, but left them their pristine shape and colour, and in this way caught in its clutches production, distribution, metallurgical works, steamship companies, financial institutions, municipalities, electoral constituencies, influential Press organs, chiefs of Parliamentary parties, and Cabinets of Ministers, and swayed the nation's policy, negotiating peace, ending war, imposing neutrality, and exercising suzerain rights in the guise of the accomplishment of patriotic duty.

One begins to see how the subtle Germanic poison, in effect the disguised and words applied in every department or corporate unit, tends not merely to the gradual ruin of a nation, exposes it not only at some appointed day to massacre, ravage, loot, riotous, and public name, but in days of white peace argues its patriotism, corrupts its politics, and eyes the very spirit of national being to its own hue. So that at last the victim, unconscious or even conscious of his mastery, acquires the very accent of his master. It is a melancholy story, the teutonization of Italy, and it moves like a drama to the long-drawn phase of negotiation which Dr. Dillon many months ago described in memorable despatches to this journal. He shows us now in yet more detail the suave apostle of Bismarckism, fortified in a hundred ways by all the influences already indicated, exhausting every wile to chain Italy into acquiescence with the great game of murder and robbery long since planned by the two conspirator Governments. The history of the negotiations illustrates all that the author has previously told us about "interpenetration." But there were on this occasion errors, grievous accidents which marred the process. The cloven foot has always been liable to peep clumsily out. It did so when beer-barrels—consigned from Germany to Tripoli—were found to contain arms for rebels in the Italian colony. Then the voice of the charmer, and the voices of those through whom he spoke became less hypnotic. It was the masses, who knew nothing of diplomatic subtleties, but who burned with anger at treachery at home and abroad, who gave the motive power to the diplomatic defeat of Bulow. Yet all that Dr. Dillon tells us of the difference in the treatment of Austrian and German interests in Italy to-day is the text of many hard and necessary lessons for other civilized nations, no less than Italy, to learn now and after the war.

Daily Telegraph.

THE NEW ECONOMY.

"The usual, sir!" said Tomkins. Tomkins is my tobaccoist. "No, Tomkins," I replied, sternly; "not the usual. The time for the usual, Tomkins, has vanished. There's a war on, Tomkins. We've got to economise."

"Yes, sir!" I said, "the time for sacrifice has come. We have got to commence giving things up, Tomkins. All the luxuries, all the things we've coddled ourselves with in the past, they've got to go, Tomkins."

"It brings the war near, sir," said Tomkins. "It brings the war very near, Tomkins," said I. "If we can't go into the Army and give up the ghost, Tomkins, we've got to give up living extravagantly."

"Better give up luxuries than the ghost, sir," said Tomkins.

"Thank you, Tomkins," I said. "Don't mention it, sir," said Tomkins. "And so we've all got to begin, Tomkins, and at once," said I.

"Yes, sir," said Tomkins, agreeably.

"Do you know the members of Government, Tomkins?" I inquired.

"Not to speak to, sir," said Tomkins. "Well, they're the boys who've commenced it," I informed him. "They're the example. Right at the top, you see. That's the great example, Tomkins."

"They're giving up something, sir, are they?" asked Tomkins.

"They are indeed, Tomkins," said I. I dug him in the waistcoat, impressively.

"And what do you think they are giving up, Tomkins?" I said.

"Is it a great sacrifice, sir?" he asked.

"A very great sacrifice," I assured him.

"It isn't—it isn't talking, sir, is it?" he ventured.

"Ah, no, Tomkins," I said, "not that. That would be a little too much all at once. No, no, Tomkins, it isn't talking."

"What then, sir?" said he.

"You've got a good heart!" I asked him.

"Yes, sir," he answered. "I think I could stand a shock."

"Part of their salaries, Tomkins," I whispered to him.

He gasped.

"No, sir!" he said.

"And so, Tomkins," I said, "we've all got to give up something, too. We can't hope to do as well as the Cabinet, but we can all do something. You said the usual supply of tobacco, Tomkins? I will begin on my tobacco."

"I'm sorry, sir," said Tomkins.

"What will it be now then, sir?"

"Let us follow the great example in everything, Tomkins," I said.

"We shall know then that we are right. They took only three parts of their salaries in money, Tomkins. The fourth part they gave up by taking it in War Loan stock. I will take but three parts of my usual supply of tobacco, Tomkins. You can give me the fourth part in cigarettes."

—John Bull.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—The undermentioned members of the Stretcher Bearer Section who passed the Examination in First Aid to the Wounded held on the 3rd ult. have qualified for the certificate of the St. John Ambulance Association and are exempted from the usual weekly drill until further notice:—
No. 1705 Pte. B. W. H. James.
No. 1703 Pte. J. R. Suiter.
No. 1701 Pte. D. C. Wilson.
No. 1812 Pte. J. Easton.

PARADES.

2.—Parades for Tuesday, 6th inst.:—
5.10 p.m. Centre Section M.G. Co. (Kowloon residents) M.G. drill at Kowloon Docks.
5.15 p.m. Centre Section M.G. Co. (H.K. residents) M.G. drill at Headquarters.
5.30 p.m. Right Section M.G. Co. at Headquarters.
5.35 p.m. Recruits of all units Squad drill at Headquarters under S.M. Higby.
5.30 n.m. Left Section M.G. Co. M.G. drill at Headquarters.
5.30 p.m. Signalling Section "A," "B," and "C" Classes at Causeway Bay.
5.30 p.m. Scouts Co. No. 4 Section Musketry Instruction at Headquarters.
5.30 p.m. Mounted Section on Polo Ground under Staff Sergeant Talbot.

DETAILS.

3.—On duty till 8th inst.: H.K.V.R. Next for duty 9th inst.: Scout Co. Orderly Officer, 9th to 15th inst.:—Lieut. Lindell.

A. F. CHURCHILL, Capt.
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

EQUIPMENT BOARD.

Tuesday, June 6th.—No. 12 Section.
Wednesday June 7th.—No. 13 Section.
Thursday, June 8th.—No. 14 Section.
Friday, June 9th.—No. 8 Section.

BAND PRACTICE.

Thursday, June 8th, at 6.15 p.m. sharp.
JOINED.

Mounted Patrols—L. P. Vincent.
Orchestra—A. J. Bragg.

F. C. JENKIN,
D.S.P. (B).

SLIGHTLY BEWILDERING.

"Dad, what is a roost?" asked Charlie. "A roost, my son, is a pole upon which chickens sit at night," replied his father. "And what's a perch, dad?" "A perch is what chickens perch on," then I suppose, dad, a chicken could roost on a perch. "Of course!" was the smiling reply. "And they could perch on a roost?" "Why, yes," answered dad. "But if chickens perched on a roost, that would make the roost a perch, wouldn't it? But if just after some chickens had perched on a roost and made it a perch, some more chickens came along and roosted on the perch and made it a roost, then the roost would be a perch and the perch would be a roost, and some of the chickens would be perched and the others would be roosting, and—well, I don't know."

TRADING WITH THE ENEMY. THE CITIZEN'S DUTY.

It is the citizen's own duty to make sure he is not trading with the enemy, and not wait till it is called from the house-tops that a certain firm has enemy connections," said Mr. G. N. Orme yesterday in the case tried by him in which J. W. D. Bannister—a representative of one of the largest woolen goods firms in the world, namely, Messrs. Fisher & Co., of Huddersfield—was charged with attempting to trade with the enemy, to wit, the firm of Protzel & Co., Sourabaya, Netherlands East Indies.

Mr. E. J. Grist, defending, said that defendant had been resident in Japan for some few years. On occasions he travelled through the East for the purpose of securing orders, and it was his custom to advise people of the probable date of his arrival. Defendant wrote the letter the subject matter of the charge in French, because he was under the impression that the firm to whom he wrote was French, and he certainly did not know they were enemies. The letter was intercepted. As a matter of fact defendant could not have traded with them if he had wanted to, because he had no goods here at all, and only sent orders to England for execution. Messrs. Fisher & Co., of Huddersfield, were not likely to trade with the enemy, and nothing could have been shipped from England to Protzel & Co., because they were on the black list. Of course, had defendant known this he would not have written them.

His worship said it was defendant's duty to find out, and all citizens should take reasonable care.

Mr. Grist said there had been perhaps a little carelessness.

His worship remarked that as soon as defendant communicated with the firm he had committed an offence.

Mr. Grist said he would admit the technical offence, but did not think the circumstances of the case justified a fine being inflicted. He himself had known defendant since a small boy, and he knew the firm had no desire to break the law. He thought no fine should be imposed.

His worship said that there has been carelessness in this matter. I know the list had only just been out, and that the firm of Protzel & Co. had been placed on it a very short time, but I also think that it is incumbent on all citizens to enquire before trading with a firm to see if they can properly do so. The view of the ordinary citizen should be that he must do all he can to avoid trading with the enemy. I think the case will be met by a fine of \$50.

AFFAIRS OF A HONGKONG SILK CO.

APPLICATIONS FOR WINDING-UP.

A petition for winding-up the San Kwok Man firm, 132 and 133, Queen's Road Central, and for the appointment of a liquidator, was heard before Mr. Justice Gompertz in the Supreme Court yesterday. The application was made by Mr. C. G. Alabaster (instructed by Mr. C. F. Mason), and it was opposed by Mr. Eldon Potter (instructed by Mr. Needham, of Messrs. Ewins & Needham).

Mr. Alabaster explained that the petition was made on behalf of one of the shareholders, and in the petition it was stated that the Company was incorporated in 1913 with a capital of \$50,000 divided up into 500 fully-paid shares of \$100 each. The amount of capital credited as paid up was \$35,783.78. The firm was established to carry on the business of traders, general warehousemen, silk merchants, cloth manufacturers, decorators and gas-fitters. According to a balance sheet furnished to the petitioner, the Company, on January 25th, 1914, showed a loss of \$14,764.37. The balance sheet for 1914 showed a loss of \$34,678.63 and liabilities amounting to \$137,146.77. It was further stated that the directors had borrowed from local firms sums amounting to \$49,555.95. Since the incorporation of the Company they had not kept any banking account to record the monetary dealings of the Company. The directors, owing to breach of their duty, had not insisted upon the payment by the various persons who agreed to subscribe towards the capital, and had refunded to one such person—Chan Wai Po—the sum of \$1,900 subscribed by him. It had agreed to subscribe \$5,000 as his share of the capital, and had only paid \$2,900. It was also stated that the Company was unable to pay its debts, and it was only just and equitable that it should be wound up. Other businesses in Hongkong, similar to this one, were showing profits. If the assets of the Company were realised, there would be sufficient not only to pay and satisfy the Company's debts and liabilities, but also to pay a dividend to the members.

Another affidavit, filed by three of the shareholders, who owned 65, 18, and 17 shares respectively, stated that nearly all the other shares were held by other persons well-known to them who resided in the country and who were desirous of voluntary liquidation.

After hearing argument on a technical point, his lordship ordered an adjournment *sine die* to allow of Mr. Potter's reply, petitioner to pay the costs of the adjournment.

EUROPEAN Y.M.C.A. PROVISIONAL FINANCE COMMITTEE.

The following is the provisional finance committee formed to promote the collection of the funds needed for the erection of a Y.M.C.A. building in the Colony: H.E. Sir F. H. May, K.C.M.G., Rear Admiral Anstruther, C.M.G., H.E. Major-General F. Ventris, Captain S. R. Aitken, Messrs. C. E. Anton, G. W. Barton, J. M. Beck, Comdr. C. W. Beckwith, R.N., Messrs. W. H. Bell, C. H. Blason, F. E. L. Bowley, G. W. Burnett, H. A. Cartwright, C. Champkin, Lieut. Col. A. Chapman, Sir C. P. Chater, Hon. Mr. W. Chatham, C.M.G., Rev. H. Copley Moyle, Messrs. A. Denison, W. E. Clarke, S. H. Dodwell, R. M. Dyer, G. T. Edkins, Commander F. J. B. Gibson, R.N., Mr. Justice Gompertz, Messrs. G. Grimble, B. A. Hale, H. Hancock, A. H. Harris, R. D. Harvey, C. H. P. Hay, Hon. Mr. P. H. Holyoak, Messrs. H. Humphreys, F. C. Jenkin, Hon. Mr. J. H. Kemp, Messrs. A. S. Kempthorne, A. O. Lang, A. MacKenzie, Major D. Macdonald, Rev. J. K. Macnachie, Hon. Mr. C. McL. Messer, Messrs. E. W. Mitchelmore, C. H. May, D. K. Moss, C. C. Moxon, W. Nicholson, E. V. D. Parr, T. Petrie, G. Pierce, J. A. T. Plummer, Hon. Mr. H. E. Pollock, K.C., Rev. N. O. Cope, Messrs. E. Ralphs, J. Reid, Hon. Mr. Claud Severn, Hon. Mr. E. Shellim, Prof. Middleton Smith, Messrs. G. M. Shaw, A. B. Sorenson, N. J. Stabb, R. Sutherland, H. Sykes, A. Turner, W. B. Walker, J. H. Wallace, T. G. Weall, Major G. H. Wakeman, H.K.V.R., Rev. H. R. Wells, Hon. Mr. E. D. C. Wolfe.

There will be a meeting of the Committee to-day (Tuesday) at 12.30.

A RECORD CARGO.

FOUR MILLION GALLONS OF REFINED KEROSENE.

What is undoubtedly the largest and most valuable single cargo ever brought to China by a single steamer arrived in Shanghai recently. The cargo consists of four million gallons of refined kerosene oil consigned to the Standard Oil Co., valued at approximately \$2,000,000. It was brought by the Standard Oil Co.'s American tank steamer *Richmond*, having in tow the Company's Barge No. 95. The tanker and barge each brought approximately 2,000,000 gallons.

Not only is this a record shipment, but it is record tow as well, for the *Richmond* towed the barge all the way from New York via the Cape of Good Hope. This is said to be the longest commercial cargo tow on record, and it is the first instance of a cargo being towed to China. Leaving New York on March 11th, the voyage occupied 73 days, and only two stops were made. The first stop was in the Sunda Straits (Java), where the *Richmond* was halted and her papers examined by a British cruiser—the only man-of-war sighted during the long 14,000 mile voyage. Two and a half days were spent at Singapore to take on supplies and for some slight repairs.

A FIVE-MASTED SCHOONER BARGE. Barge No. 95 was built in 1904. She is 4,212 tons gross register and 360 ft. in length. She is known as a schooner barge, as she carries five steel masts, and sails, to be used when required. She has no other power except a donkey engine for pump and light installation. Her foremast, being a hollow steel tube, is also used as a smokestack, and some consternation was created along the water front among the Chinese at Shanghai when they saw smoke issuing from the foremast of the barge. She carries a white crew of 10 men, including the captain. There are a few Americans in the crew, but the majority are Scandinavians.

THE PATRIOTIC ISLE.

Had the whole of the United Kingdom when war broke out shown the same spirit that ran through the Hebridean Isle of Lewis there would have been no task, or at most an easy one, for Lord Derby. Lewis men (says the *Yorkshire Post*) did not stand upon the order of their going. They did not cast about for arguments to justify holding back. They did not suddenly create a school of "conscientious objectors." They went. The total population of the island is 30,000, and it has supplied about 4,300 men for the forces. Lewis has splendid military traditions. Every village in the island is always represented in the Navy or Army, or both. As seems natural, its preference is for the sea service, and when the call to arms was issued fully 2,000 of its men hastened to fulfil their duty in the Naval Reserve. About 350 more have since joined the Navy, and the Army contingent numbers little short of 2,000.

BRITISH TRADE WITH CHINA. THE OPPORTUNITY OF THE GERMAN-AMERICAN.

The *Manchester Guardian* has issued another special China number consisting of forty-two pages.

"Britons in the Far East" it is pointed out, "have now realised that unmitigated energy must be exerted if the German are to be driven from the commercial field of China." There have been several noteworthy indications of this awakening. British Chambers of Commerce are being established at various centres in China. The accumulation and tabulation of data, calculated to facilitate and expedite the operations of those who wish to maintain and extend our traditional supremacy in the China market is one of the primary tasks of these chambers, and this is being proceeded with with energy and enthusiasm. The cordial co-operation of His Majesty's Commercial Attachés in China is proving of signal assistance. In a chapter on "The War and the Outlook for British Commerce" the writer observes:

Few perhaps it will be thought that the conclusion to be drawn after a consideration of the situation is that the prospects for British trade in the future are gloomy. Such a conclusion would not seem to be justified. At the moment there are many factors which are affecting adversely, and our most formidable trade rival, Japan, is gaining ground from which she will be ousted with difficulty, if at all. But Japan, wonderful as her industrial progress has been, has not the organisation and resources necessary to defeat us on the commercial battlefield when we are able to marshal all our forces. Many of the factors that are now pressing against us are abnormal, and will pass in the near future. The British commercial community in China has been true to British traditions, and has opposed to increasing difficulties greater determination and resolution. Old methods are being abandoned and every legitimate means, however novel, to advance our national interests is being considered, if not adopted. The cobweb of conservatism that obscured the commercial outlook have been brushed away, and the British commercial community in China is facing the future with confidence and courage.

FAR EAST AND THE WAR.

As already announced in the *Daily Press*, the mother of the late Colonel E. F. Calthrop, who died in action last December, has presented his sword, which he carried in the Boer War and the present war, to the Japanese Military Staff College at Tokyo. Colonel Calthrop was military attaché in Tokyo from July, 1914, to March last year.

The gift has a peculiar significance. Colonel Calthrop went to Japan in January, 1904, as one of the first party of English officers sent to study the Japanese language and Army. He won the confidence and affection of the Military authorities. He was the only European officer admitted to the Japanese Staff College. In his enthusiastic study of the people he interested himself in Buddhism without sacrificing his reverence for his own religion, and as a personal friend of the Japanese he was given the place of honour at the head of processions of pilgrims who visited the 98 temples in Tokyo.

Colonel Calthrop was 38 years of age, and was a general staff officer at the War Office from 1911 to 1914. His mother showed a *Daily Mail* representative six swords which had been presented to him by officers of the Japanese Staff College. All ancestral treasures. One of these trophies is 400 years old; it is a beautiful blade, and on the hilt are characters conveying the sentiment that "the sword is the soul of the soldier in battle." That is why I have sent his sword to Japan," said his mother.

Colonel Calthrop spoke Japanese with classic purity and perfect accent, and in the words of the people "understood them as no other European has done." The presentation of his sword has been commented upon in terms of high appreciation by the Japanese Press. Colonel Calthrop was in the trenches at the siege of Tsingtau. In his home at Kensington he has left a wonderful collection of Japanese novels.

RECAPTURE OF "EMDEN" OFFICERS. A despatch from Rome says the Italian authorities have handed over to the British authorities at Malta the two German prisoners, Ernest Plautel and Henry Fihenther, formerly officers of the German cruiser *Emden*, who escaped from Malta on a sailing vessel some time ago. When the escaped prisoners were arrested by Italian gendarmes on the beach at Donnafugata, Calabria, they had 18,000 francs in gold in their possession.

"DOWN GLASSES."

INDIA AND NO TREATING DURING WAR.

The *Times of India* of May 15th says: Another up-country club has followed the example of the Nasik and some other members of the Royal Western India Golf Club to stop treating during the war. At a special general meeting of the members of the Ahmedabad Gymkhana Club it was decided that all "treating" as between members be stopped during the period of the war. By the way, the Down Glasses movement, binding those who join in it to follow H.M. King's example and abstain altogether from alcoholic drinks during the war, seems to have taken on strongly in South Africa. A correspondent of a home paper describes a plan by which a Down Glasses Fund has been formed, those agreeing with the movement paying into the fund each month the money which they would ordinarily spend on drinks. The money is sent to "one of the essentially War Funds." At a place in the Transvaal members of the local lodge of freemasons have adopted this idea, which ought to be an incentive to others. [Cannot Hongkong do something of these lines?—Ed.]

The New York *Nation* says:—

Never, not even in the darkest days of the Civil War, have our German-American citizens had such an opportunity to serve their country and the land of their birth as to-day. The crisis in the relations between this country and Germany naturally weighs more heavily upon them than upon any other class of citizens, for their plight, if war should come, would be distressing in the extreme—so distressing that the most bitter anti-German could not withhold his sympathy. To face the contingency of having possibly to fire on one's relatives would be a terrible indeed. Almost as trying would be the mental state of the millions whose feelings would be deeply lacerated by the bitterness and the hatreds inevitably arising on the outbreak than the present attitude of suspicion and dislike. The German-American would be loyal, of course, but the mere possibility of so great a calamity ought to set them to working by day and by night, by every honorable means, to prevent the catastrophe.

They are quite within their rights in deluging Congress with telegrams protesting against a conflict which they justly consider would be a fearful blow to civilization. But that is the least important thing for them to do at this moment. It is not to Washington, but to Berlin that they should address themselves. There should be ringing appeals to the German Government not to persist in a policy which will be ruinous to it if continued—ruinous to its hopes of victory over the Allies, ruinous to its hopes of finding in America the markets and the funds it will need for its rehabilitation when the war is over—ruinous to the happiness, the contentment, and the advancement of its citizens and its former citizens now residing on American soil. Let the German-Americans now come together in mass-meeting and inform the German Government how much they really stand here. Let them brush aside the fictions that Wilson is privately in the service of the Allies, that the British Ambassador attends all our Cabinet meetings, that the justice and wisdom of Wilson's contentions, and all the rest of the absurd stuff which fills the columns of the Fatherland and other German-American publications, and let Berlin hear the truth as it is from its own friends here.

Take Germany's *Suesser* note. We have not met a German-American or heard of one who would defend its nonsense; who did not privately feel that the Wilhelmstrasse ought to blush for it. Why not tell the truth about it? Why not admit once and for all that Berlin has not lived up to its repeated pledges as to the conduct of its submarine warfare? Every sane American knows it; did not some of the highest German officials here consider the day won after the settlements last summer of the *Arabic* and *Lusitania* cases? Were they not telling their friends that the danger was over, as there would be no further attacks by submarines without warning? Why not say frankly that, even if, as they assert, Mr. Wilson has been one-sided in not assailing the British for their violations of law, yet he tells the truth when he says that the United States is contending for the rights of humanity, for the law of nations, and that it is doing so in the interest of Germany quite as much as anybody else. Why not tell the German Government that the evidence now daily piling up of the nefarious (if not criminal) activities of its own attaches, its consuls, its semi-official agents, makes it clear that grievous wrong has been done to this country by deliberate efforts to wage war upon its enemies from American soil—efforts that cannot be whistled away as "Staats-Zeitung" and the "Fatherland" would have it by describing them as the efforts of a few crack-brained enthusiasts?

We have heard much in the years past about the German-Americans being the tie that bound the two countries together. Now let them prove it. Never again will such an opportunity come to them, for it is not merely the opportunity to keep the peace between the two nations, but perhaps to bring peace in Europe. For whatever the feelings of antagonism abroad, there is still no question that the President of the United States remains preeminently the man to initiate the peace negotiations at the proper time—which may be nearer at hand than most people realize. It is a remarkable opportunity for the German-Americans to redeem the terrible blunders made in their name by the Ridders, Vierck, von Skel, and many another, and to develop for once a bit of constructive statesmanship. Let them, as we urged last week, denounce the bomb-plots and all the other conspiracies now seeing the light of day, by whomsoever committed and then let them turn to the other side. An impassioned appeal to Berlin might give the very excuse the Chancellor is waiting for to claim a down-glance. The German-Americans know, too, that the abandonment of the submarine war, not going to result in Germany's being starved out—at least their Press has been repeatedly saying that Germany is invincible. They know that only 6 per cent. of the British merchant fleet has been sunk; they know that with America's vast resources freely placed on the side of the Allies, victory for the Kaiser would be more impossible than ever.

Why should they their hesitate to speak out to act, and to act at once? They know the loyalty and patriotism. Why not put that patriotism to the highest possible service?

WAR-TIME REPARTEE.

An amiable elderly woman, who looked as if she might have as much maternal affection as an incubator, stood up a broad-shouldered cockney who was idly looking into a window on the Strand and in a rasping voice said to him: "My good man, why aren't you in the trenches? Aren't you going to do anything for your country?" Turning around slowly, he looked at her a second and replied contemptuously: "Move on, you blacker! Where's your war-baby?"

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850.

TELEPHONES 1741 AND 1742

SPORTS DEPARTMENT.

SOLE AGENTS FOR SPALDING'S ATHLETIC GEAR.

GOLF CLUBS

RIGHT AND LEFT HANDED

INCLUDING

FAMOUS

SPALDING'S "GOLD MEDAL" CLUBS.

FROM \$4.75 EACH.

CANN AND TAYLOR'S "AUTOGRAPH" CLUBS,

ALL MODELS \$3.50 EACH.

GOLF BALLS, CAPTIVE GOLF SETS, RUBBER TEES, BALL CLEANERS, ETC.

TENNIS RACKETS.

SLAZENGER'S

"LAMBERT CHAMBERS," "IZ,"

"DOHERTY,"

SPALDING'S "GOLD MEDAL" TOURNAMENT, VANTAGE.

TENNIS BALLS, TENNIS POSTS, NETS, COURT MARKERS, CENTRE GUIDES, TAPES.

ALL THESE GOODS ARE OF BRITISH MANUFACTURE.

[2]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer (available also for return by day steamer) \$6.00
Single Fare by Day Steamer \$11.00
Return \$6.00
Return \$9.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 6th JUNE, 1916.
6 a.m. HONAM
10 p.m. KINSHAN
8 a.m. HEUNGSHAN
8 p.m. PATSHAN.

WEDNESDAY, 7th JUNE, 1916.
8 a.m. HEUNGSHAN
10 p.m. PATSHAN
8 a.m. HONAM
8 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. TAISHAN, 1,000 tons. S.S. SUI LAI, 1,651 tons.
HONGKONG TO MACAO.
Week days at 9 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th JUNE, 1916.
The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

MACAO-AS USUAL

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.;
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANKING, 589 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SAZUI. These vessels have superior cabins and are lighted throughout by electricity. Electric fan in each cabin.
Sailing Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Bank of China.

Drink Wisely
MONTERRAT
Lime-Fruit Juice.
I don't care two straws for any but
MONTERRAT Lime Juice.
It's a fine healthy, cooling, and refresh-
ing drink, and keeps the fit in the hot
weather.
MONTERRAT is sold by
all leading Storekeepers.

NEW ADVERTISEMENTS

NOTICE

NIPPON YUSEN KAISHA
HONGKONG BRANCH

BEING transferred to the Head Office, Tokyo, I have This Day handed over the Management of this Office to Mr. BENJIRO MORI.
TAKETOSHI KUSUMOTO.

I have To-day ASSUMED CHARGE of this Office.
BENJIRO MORI.
Hongkong, 5th June, 1916. [774]

TO LET

FURNISHED ROOMS, with or without Board. Every convenience.
Apply—
Care of "Daily Press" Office. [773]

S.S. "MAGELLAN"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 8th June, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 8th June, or they will not be recognized. All damaged packages will be examined on THURSDAY, the 8th June, at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS, Agent.
Hongkong, 3rd June, 1916. [2]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer
"NAGOYA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out blank by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Medina,"
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be allowed after the Goods have left the Godowns.
E. V. D. PARR,
Acting Superintendent. [1]
Hongkong, 5th June, 1916.

NOTICE

THE Connection of Mr. D. K. SETHNA with our Firm having CEASED, the Power given to him to Sign our Firm is hereby revoked.
CAWASJEE PALLANJEE & Co.
Hongkong, 1st June, 1916. [765]

NOTICE

MR. H. S. ABDEALI having retired from our Firm, his Interest therein ceases as from the 31st May, 1916. The Firm will be carried on by Messrs. ABDULKYUM and Mr. T. A. TYEBKHAN, the remaining Partners.
H. HIPTOOKA & Co.,
Milliners and Drapers,
13 and 15, D'Aguiar Street.
Hongkong, 1st June, 1916. [766]

NOTICE

REUTER, BROCKELMANN & Co.
(In Liquidation)

CREDITORS are required to send in their Claims against the above to the Undersigned, St. George's Building, Canton Road, on or before FRIDAY, the 30th June, 1916.
SHEWAN, TOMES & Co.,
Liquidators.
Hongkong, 1st June, 1916. [767]

NOTICE

WM. MEYERINK & Co.,
H. TIMCKE.

ALL CREDITORS are requested to send in their Claims to the Undersigned on or before 30th June, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 31st May, 1916. [768]

INTIMATIONS

A. S. WATSON & CO., LIMITED

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG HOTEL, Hongkong, on FRIDAY, the 9th day of June, 1916, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1915.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 6th June, to SATURDAY, 10th June, 1916, both days inclusive, during which period no Transfer of Shares can be registered.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st May, 1916. [762]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

MR. EDWIN LESTER GILBERT ARNOLD has been Appointed from the 1st June, 1916, Local Manager in Hongkong of the above Company, in place of Mr. FERGUSON, Resigned.

W. H. TRENCHARD DAVIS,
Manager for China,
Shanghai.
Hongkong, 1st June, 1916. [765]

ANNOUNCEMENT

WE HAVE admitted as a Partner, ERNEST ALFRED MOUNTFORD WILLIAMS, Incorporated Accountant and Chartered Secretary, into the Business carried on by us at Hongkong, Shanghai, Singapore and London, under the style of LOWE, BINGHAM & MATTHEWS, under which name we shall continue to practice as Public Accountants and Auditors.
A. R. LOWE,
J. E. BINGHAM,
F. N. MATTHEWS.
Hongkong, 1st June, 1916. [769]

NOTICE

THE Undersigned having acquired the interest in the "Von Riegen" Patent Firebridge Bar, it will henceforth be known as the "ECLIPSE" PATENT FIREBRIDGE BAR.

Full particulars and prices for installations from:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.,
Telephone 226, 2, Queen's Buildings, Hongkong, 17th March, 1916. [419]

WANTED

BRITISHER Seeks Employment, temporary or otherwise. Many years' experience in the East. Excellent references and testimonials. No objection to outposts.
Apply—
Care of "Daily Press" Office.
Hongkong, 30th May, 1916. [746]

WANTED

FOR Singapore, CHINESE CLERK with a good knowledge of Chinese Characters; thorough knowledge of English essential; would be required mainly for translation work.
Apply—
Care of "Daily Press" Office.
Hongkong, 29th May, 1916. [741]

PUBLIC AUCTION

PARTICULARS and CONDITIONS of the letting of Public Auction Sale, to be held on TUESDAY, the 13th day of June, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Tse Tai Mui, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Blocks	Boundary Measurements (Approximate)	Area	Perch	Acres	Frontage	Depth	Area	Perch	Acres	Frontage	Depth	Area	Perch	Acres
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NOW ON SALE

THE
DIRECTORY
AND
CHRONICLE
FOR CHINA, JAPAN, ETC.,
FOR THE YEAR
1916.

INDISPENSABLE TO EVERY
BUSINESS MAN.
TO BE OBTAINED FROM THE
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS
1750 PAGES—PRICE \$10.
The alterations this year are unusually heavy
owing to the late war.

HOUSES TO LET

TO LET

GLENSHIEL (41). Partly
Furnished if required, suitable for a
Mess.
For all details apply to—
GLENSHIEL,
Care of "Daily Press" Office.
[749]

TO LET—FURNISHED

NO. 5, THE PEAK. SIX ROOMS and
Tenants Court. Within 10 minutes of
Tram.
Apply—
H. A. LAMBERT.
[750]

TO LET

OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
[692]

TO LET

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.
[672]

TO LET

OFFICES on 1st Floor, No. 9, Queen's
Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIST.
[691]

TO LET

RAVENSHILL EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON &
HARSTON.
[690]

TO LET

A SMALL GODOWN in PRINCE'S
BUILDING.
For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE
LTD.
[685]

TO LET

From 1st May.
OFFICES, 2nd Floor, St. George's Build-
ing.
Apply to—
SHEWAN, TOMES & Co.
[619]

TO LET

A HOUSE in Kowloon
Kowloon
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
[67]

TO LET

NO. 9, DES VEXIS ROAD CENTRAL.
First Floor.
THE COMMODIOUS DWELLING-
HOUSE, with Office, Servants' Quarters, etc.,
No. 14, SHAMKIN, CANTON, from 1st June, at
present in the occupation of the Imperial
Russian Consulate.
Apply to—
DAVID BASSOON & Co., LTD.
[415]

TO LET

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THE WAR.

BATTLE OF SKAGER RAK.

"MOST NOTABLE VICTORY SINCE TRAFALGAR."

ONE CRUISER V. 25 ENEMY SHIPS.

ACTIVITY ON WESTERN FRONT.

AUSTRIAN MASSED ATTACKS FAIL.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

THE GREAT NAVAL BATTLE.

ACCURATE DETAILED ACCOUNT.

New York, June 4th.
1.40 p.m.

The first accurate detailed account of the battle off the coast of Jutland has been given to the American public by the Associated Press, which received the description from a high official of the British Admiralty, who has studied all the official reports. He says:—

"We were looking for a fight. The stories of our fleet being decoyed by the Germans is the sheerest nonsense. Indeed, in a word, with an inferior fleet we engaged the entire German fleet, interrupted their plans and drove them back to harbour. Thus we sustained heavy losses, which were expected, but we also attained the expected results. We must admit we had extremely hard luck with our battle-cruisers, but the loss of three great ships in no wise cripples our control of the sea.

"The battle had four phases. Firstly, opening at 3.15 in the afternoon, when our battle-cruisers at a range of six miles joined action with the German battle-cruisers.

"Secondly, the speedy arrival of the battleships of both sides. The Germans arrived sooner than ours, but before that our three battle-cruisers were blown up, supposedly by gunfire, but they were possibly torpedoed. Such close range fighting on the part of our battle-cruisers might be criticised as bad tactics, but our fleet, following the traditions of the Navy, went out and engaged the enemy and the weather made them do so at close range.

"Thirdly, the engagement of the battleships was never more than partial, and included a running fight as the German Dreadnoughts led towards their bases. All the big ship fighting was over at 9.15 p.m., and then came one of the weirdest features of the battle, as the German destroyers made attack after attack like infantry following artillery preparation on our big ships. These onslaughts were most futile, not a single torpedo getting home.

"These attacks ended on the morning and the scene of the battle was swept by Admiral Jellicoe's Fleet, who reported that not a single enemy vessel of any description was in sight.

"Any description can only be fragmentary pending Admiral Jellicoe's report, but one amazing incident is known, that of the super-Dreadnought *Marlborough* steaming in to a veritable hornet's nest of submarines and skillfully avoiding three before being hit. She, however, is now safely in harbour.

"Early in the engagement, according to Admiral Beatty's report, a German battle-cruiser, after being hotly engaged, blew up, broke in two and sank. The British pursuing fleet left behind them another German battle-cruiser *hoer de combat*. When they returned she was missing. She must have sunk. This accounts for two enemy battle-cruisers and the Germans admit they lost two battleships.

[THROUGH REUTER'S AGENCY.]

"The Admiralty has reported the sinking of four German light-cruisers. The Germans' acknowledged loss of six destroyers is the best hope that the German loss is even greater, but we do not intend to make our estimates until we have the complete official reports based on absolutely certain evidence.

"The Zeppelins did not play the part attributed to them. Only one appeared and it remained in action for the briefest time and retired under heavy fire, badly damaged. The weather was such that it is doubtful if any aircraft would have been of much service.

"The enemy sprang no surprises; no 17 inchers, no new tricks.

"This bad weather was the hardest luck our fleet has yet encountered. Nevertheless, with a fight like Wednesday's action every day we could stand the loss much better than the Germans."

The Associated Press adds that further details will be even more heartening for Britons.

500 OFFICERS AND MEN RESCUED.

LONDON, June 4th.
7 p.m.

Up to the present about 250 officers and 250 men have been saved. Among the victims are Rear-Admiral Arbuthnot, and Midshipman Scott, eldest son of Sir Percy Scott, who were both on the *Defence*.

GERMAN LOSSES HEAVIER THAN BRITISH.

DESTROYERS' SUCCESSFUL NIGHT ATTACK.

LONDON, June 5th.
12.15 a.m.

The Admiralty has issued a statement generally similar to that given to the Associated Press. It states:—

"When the main British Fleet secured contact with the German High Seas Fleet a very brief period sufficed to compel the latter, already severely punished, to seek refuge. This was possible, as owing to the low visibility and mist the Grand Fleet was only able to get a momentary contact now and then, and no continuous action was possible.

"The pursuit continued till the light wholly failed, but the British destroyers were able to make a successful attack during the night.

"After driving the enemy into port Sir John Jellicoe returned and scoured the main scene of action to search for disabled vessels. By noon on Thursday it was evident that nothing more could be done, and the Fleet returned to its base, re-fueled, and was again ready for sea on Sunday evening."

The Admiralty states that the British losses have been fully stated. There is nothing to add or subtract. The Admiralty have no doubt that the Germans' losses were heavier, not merely relatively, but absolutely.

There is the strongest ground for supposing that the German losses include two battleships, two Dreadnought battle-cruisers of the most powerful type, two of the latest light cruisers, namely, the *Wiesbaden* and *Blug*, a light cruiser of the *Rostock* type the cruiser *Frauenlob*, at least nine destroyers, and a submarine.

[THROUGH REUTER'S AGENCY.]

HOW THE BRITISH WERE OUTNUMBERED.

"WARRIOR" BOMBARDED BY 25 WARSHIPS.

LONDON, June 5th.

The story of the *Warrior's* fight, told by survivors now at Devonport, shows that she was engaged at six o'clock in the evening. She and the *Defence* were between two lines of German battleships, and were severely handled. The *Defence* in a few minutes was blown into the air, and the *Warrior* was badly riddled. The enemy used gas shells, almost suffocating the British. Fortunately the uneven contest was short, the Germans retreating after 17 minutes.

The *Warrior* began to fill with water, and the crew started pumping. Ultimately an auxiliary ship came up and took off the wounded.

The *Warrior* was towed for 48 hours, and foundered shortly after the tow rope was disconnected.

Survivors said that the *Warrior* was bombarded by five German Dreadnoughts and 20 destroyers.

MOST NOTABLE VICTORY SINCE TRAFALGAR.

INSPIRING EFFECT OF LATEST REPORTS.

LONDON, June 5th.
7.50 a.m.

Fuller reports of the Naval Battle have had a most inspiring effect, as proving that the British scored a success which the *Morning Post* describes as "the most notable victory since Trafalgar, which, though less decisive, may have results almost equally momentous." It adds that the salient fact is that the German High Seas Fleet was completely outfought and chased in disorderly retreat into its own ports.

Other experts are almost equally optimistic.

Mr. Archibald Hurd says that the German hopes of interfering with the blockade and the movements of troops must now be abandoned, while it is impossible for the German Fleet to act on the offensive in the Baltic for weeks. Thus the Right Wing of the Russian Armies is secured.

EXULTANT BRITISH WOUNDED.

The British wounded who have arrived at the various ports are most cheerful and exultant.

WHAT THE GERMAN SAILORS KNOW.

A telegram from Ymuiden says that German sailors who were brought in by a Dutch trawler smiled when shown the Berlin reports of a "great German victory," and said "Unfortunately we know better," adding that the loss on both sides was heavy, but the strategic advantage was overwhelmingly with the British side.

BRITISH STEAMERS SUNK.

LONDON, June 4th.

The British steamers *Dewland* and *Esalmannpool* have been sunk.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ANOTHER ATTACK AT VAUX FORT.

STOPPED BY MACHINE-GUNS.

PARIS, June 5th.
2.30 a.m.

The evening *communiqué* says:—There has been intense artillery firing on the left of the Meuse. German preparations to attack Hill 304 were stopped by our curtain of fire.

The enemy on the right of the Meuse continued to bombard the Vaux-Damloup region, especially Fort de Vaux. An attack launched north-west of the fort at three o'clock in the afternoon was stopped by our machine-gun fire.

Our heavy guns severely damaged three German batteries in the Caillieres Wood.

A German aeroplane squadron at noon bombed Toul, killing six and wounding 10. A French air squadron pursued the raiders, falling one in the French lines and two others in the German lines.

[THROUGH REUTER'S AGENCY.]

HEAVY GERMAN EFFORT.

PARIS, June 4th.
5.15 p.m.

A *communiqué* states:—There was a heavy attack in the evening in a ravine between Damloup and Vaux Fort. The enemy gained a footing in our trenches but a counter-attack immediately drove him out. A second attack in the morning failed before our artillery fire.

INCREASED ACTIVITY ON BRITISH FRONT.

SEVERAL INFANTRY RAIDS.

LONDON, June 5th.

General Sir Douglas Haig, in a *communiqué*, says:—A squadron of 26 British aeroplanes yesterday bombed some points of military importance, doing considerable damage. One machine was brought down by gunfire in the enemy lines, but the rest returned safely. Hostile aircraft were inactive.

There was increased activity along the whole of our front last night. North of Ercourt 200 Germans, after a heavy bombardment, attacked our trenches and were driven back with loss.

Two small British parties near Serre entered the German trenches, killed some of the occupants, and returned with slight loss.

Two more parties, at Monchy-au-Bois and Neuville, entered the enemy lines, causing loss and bringing back prisoners.

There was reciprocal artillery activity to-day. The situation at Ypres is materially unchanged. We retain the ground gained in yesterday's counter-attacks.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MASSES OF AUSTRIANS.

ROME, June 4th.

A *communiqué* says:—In the Lagarina Valley there was a keen artillery duel. The enemy's infantry on Friday evening attempted to break through in the direction of Onaro, south-west of Asiago.

They were vigorously counter-attacked and repulsed.

On Saturday afternoon great masses of the enemy were hurled at our positions between Colomo and Col Posina, and were repulsed with the heaviest loss.

On the Sette Comuni Plateau the struggle for the possession of Monte Cengio continues with alternating fortune.

GENERAL.

[THROUGH REUTER'S AGENCY.]

DUTCH STEAMERS HELD UP.

COMPELLED TO DISCHARGE CARGOS OF ANILINE.

AMSTERDAM, June 4th.

The *Hundesblad* says that owing to fractions of the Anglo-Dutch agreement, whereby Britain allowed the export of aniline from Germany, several Dutch cargo steamers have been held up by the British and obliged to discharge their cargoes of aniline.

The steamer *Rondo*, with 1,400 cases, was allowed to leave Durban on condition that the aniline, which is addressed to the Governor-General of the Dutch Indies, and is urgently needed, is placed at the disposal of the British Consul-General in the Dutch East Indies.

THE TURKO-GERMAN TREATY.

The Under-Secretary for Foreign Affairs, Zimmermann, in the Reichstag, answered a question asked by the Socialist member Herffeld, in regard to the Turko-German treaty. Herr Zimmermann stated that, at the beginning of the world war, a defensive alliance was concluded between Germany and Turkey, based on terms of equality and extending over a long period. The details are to be kept secret.

Besides, negotiations are pending between both countries concerning consular representation, the legal status of citizens and the right of residence. An agreement has been practically reached on all points.

FULL SPEED ON NATION'S WORK.

WORK.

HOW WOMEN'S LABOUR IS BEING ORGANISED.

It is a frequent experience that employers doubt the possibility of the introduction of women into an employment when in fact they have been quite successfully introduced in the same industry in another centre. This Mr. Cecil Harmsworth, M.P., told a *Daily Chronicle* representative was one of the chief difficulties which confronted the advisory committee on women's employment (Industrial) in facilitating the substitution of women for men.

Mr. Harmsworth is the chairman of the committee, the appointment of which followed close on the appeal by the Home Secretary and the president of the Board of Trade to employers to "take concerted action to make good the loss of male labour, so as to maintain in the fullest vigour the manufacturing industries which are necessary to the provision of Government supplies, the support of the population, and our export trade."

"At the present time," Mr. Harmsworth explained, "in many districts it is not so much a question of the shortage of women labour as of an unascertained demand on the part of employers. They have not even informed the Labour Exchanges of their requirements, and full efforts cannot be made to meet the problem until these are known."

The Central Committee is not proceeding on the lines of stimulating what you might call a national offer of service by women, but is seeking rather to make definite appeals in respect of definite industries where the need of increased women labour is felt. The disadvantage of anything like an indiscriminate national appeal is that it encourages large numbers of public-spirited women to offer themselves for employment before the demand for their services is ascertained.

PROBLEMS TO BE OVERCOME. From the point of this committee there are two main aspects to the question. The first is the welfare side. A lot of problems are bound to arise when you bring a large number of women into employment, and they are problems which must be solved unless your schemes are to fail. These problems are inside and outside the factories. The former are in charge of the Home Office inspectors, but the latter, the chief of which are housing, transit and recreation, must be dealt with by our local committees.

This second branch of the subject is in assisting the Labour Exchanges to bring women into the desired employments. The machinery for carrying out this work in the medium of committees comprising prominent employers and representatives of women workers and women's interests generally. Already a considerable number of these committees have been appointed, and their functions will vary in accordance with the conditions of the district. Supply committees will, for instance, not confine themselves to the one task of securing women for their own districts, but if there is a surplus of such labour in their own case will see that it is available for service elsewhere.

"One of the important tasks the central committee is undertaking is the preparation of a number of leaflets dealing with specific industries and showing what has been done already in those industries in the way of substituting women, what labour difficulties, if any, have been arranged, etc. In this way we hope to deal with the difficulty I have mentioned of employers in need of additional labour mistaking their productive capacity from ignorance of what has been done elsewhere."

SHROPSHIRE'S FINE FRA.

CHARGED THROUGH RIVERS OF MUD.

BRITISH HEADQUARTERS.

The performance of the Shropshires, already officially mentioned in a *communiqué*, when, on the night of April 21st-22nd, they recaptured the trenches taken from us by the Germans two nights before, was, if on a small scale, a conspicuously fine piece of work. In time to come it may be that the regiment will remember it with pride among the list of honours which already reaches from Salamanca to Nieuport.

The Germans have asserted that they evacuated the trenches because of the wet, and that they had had no intention of retaining them. This is grossly false. In the two days that they had been there they had worked like beavers—and in almost as much water—with a view to permanent occupation. The men of the Shropshires all testify to the amount and excellence of the work of "consolidation" that had been done, to the posting of machine guns, cutting new communication trenches, and fitting iron loop-holes. There was only one reason why the enemy evacuated; and that reason was the King's Shropshire Light Infantry had to be delivered, was an almost inconceivable quagmire. The mud, diluted with the rain which fell heavily throughout, was never less than knee deep. Generally it was above the thighs. The only way in which, in many places, our men could advance was by throwing their rifles in front of them and going forward like frogs. Not a few lives were lost by actual drowning. It took the first attacking columns some hours to cover 200 yards of so-called "ground." After it was over, a considerable time was spent in many instances, spent in extricating wounded men from the mud, and it is a simple but illuminating fact that one man, unaided and quite alone, remained out, stuck in the mud, helpless and undiscovered, from the night of the attack, April 21st-22nd, until the morning of April 23rd. There is no one who went through it who was not, at one time or another, up to his armpits in the slush, and while there, under heavy fire of shells of rifles and machine guns.

Under these conditions the affair was carried through with great gallantry. The attack was delivered in three columns, and at all points the German trenches were carried at the first assault.

(Continued on next column.)

PONTOONING IN A STORM.

THE NEW ENGINEERS AT THEIR TASKS.

The following vivid picture is from the pen of Mr. Eden Philpotts and is taken from *The Times*.

The tide was at ebb and a storm rose suddenly out of the West, where broad estuaries or mud-coloured water were lashed into waves by the sudden wind. The sky formed three parts of the scene—a magnificent sky such as Turner loved, shot with wild confusion of air currents, glorious with immense passages of light and darkness interwoven. Flat, madhatters—some surrounded by martello towers and streaked with green of meadows—ran out higher and further into the welter of the water. They lay sharp against the heavy storm, purple overhead and made an elbow for a hard and backwater, wherein a hundred little vessels rolled and tugged at anchor. Dredgers, smacks, ketches, rowing boats, brown-sailed barges, and a tug or two were crowded here, while steam pinnaces floundered back and forth from a fleet of black mine-sweepers that lay a mile from land. Ashore, to right and left of the stone pier, rose a wilderness of wooden shanties under tarp-pitched roofs. Ships for vessels extended among them. Ship chandlers and marine stores, clustered together, and the reek of fish and tarred hemp swept inland on the wind. Above rose the masts and cordage of dismantled sailing craft, high and dry—yachts, with naked sticks and their hulls wrapped in tarpaulins. For the war had shut down on sport and the private vessels of pleasure in commission to-day were doing the country's work. The masts rose in a picturesque forest between the harbour and the red-roofed houses beyond it.

HEEDING TO THE WIND. Dashed piled the clouds in noble masses, gashed with white lightning, to the zenith, and earth and water seemed to shrink to a mere insignificant huddle beneath them. Great fans and waving arms of light struggled feebly aloft and threw signals from the foundering sun. Then they were smothered and the highest light—no brighter than grey ashes—ran along the crests of the foaming waves; while sudden veils of heavy rain softened the sulky and lurid tones of the sky and stark outlines of earth and sea beneath it. Thunder shouted and a surf of hail and sleet whitened the shore and rattled on the corrugated iron of the shanties.

Steam and smoke flew from the steamers and a dozen sailing craft, heeling to the wind, came up with crackling canvas nose on to the squall. All was movement and action and din below and aloft.

But 50 dun-coloured, shapeless monsters floated off shore and troubled not at the weather or the waves; while upon them worked hundreds of dun-coloured men indifferent to the storm. The six-tight masses of iron lay heavily on the seas, neither rising nor falling to them, and their crews shouted and toiled aimlessly, as it seemed, tugging at long sweeps and struggling to guide the lumpy things now this way, now that.

Unceasingly the soldiers laboured at their business of making and unmaking, of linking the pontoons together, and unliking them again. One watched the Royal Engineers of Enslens, new armies, who filled this hamlet by the sea to overflowing, and daily came to the water that they might learn their science of bridging estuary and river.

HUMAN WATER VOLLES.

Big, powerful fellows they were, in the splendour of first manhood, and wet as water volles they worked, half in the sea and half out of it, during their hours of drill. Keenly and cheerfully they mastered the stubborn pontoons, and put their wits and their physical might into the work together. All intelligent, earnest body of men were they, whose strength and size chiefly impressed a spectator. They were soldiers through and through—brisk, active, and swift to obey the word of command. Yet a month or so ago these men wrote at the desk and ploughed the land. The greater number showed no visible thought beyond the rough and exacting business of the hour and the problems of planks and cables as a new bridge stretched landward and but here and there among the men and the young subalterns, who directed them, shone *Zeus* with fire and soul revealing minds that dreamed already of the Rhine. Their business mastered, these men will vanish away and fresh legions will paint the little Hard with khaki and apply themselves to the patient pontoons.

The storm swept off and a gorgeous mountain of silver cloud heaving up behind it was reflected in a dance of cold brightness on the water and the soaking strand. The hail melted; the people crept out again—first ragamuffins to play at the water's edge, then fishermen and longshore folk. A seagull with glittering bayonet strapped up and down before the pontoon landing places, with rain streaming off him; but now guards were relieved and the wet man, his khaki turned to dull brown, departed. Aloft the sky soon gave into great patches of blue; the sun broke over a soaking earth and the wind fell suddenly. Steam rose above the Hard and crept in little curls over the beach. The pontoons grounded presently five yards from shore and soon a company of soaking giants lined up and marched with solid tramp away to their billets and dry khaki and hot grub. The brown men and the red-faced daken and the black, bare-legged, broad-chested, genial crowds out of sight together, chafed the squad that came to take their places.

In some cases, few of the defenders getting away. Many individual acts of conspicuous bravery have been officially reported.

A lance corporal spent 23 hours, from 4 a.m. to 10.30, getting a wounded man back a distance of 600 yards. He carried him at first, till himself wounded in the shoulder, then he dragged and pushed and heaved him through the mud, being, after daylight, all the time under heavy fire, and finally, when he got him in, was himself in a state of complete exhaustion. A private held a man successfully against a counter-attack single-handed. One officer went on directing the attack with one arm hanging down, literally by a thread.

The lecturer then went on to
upon his audience the importance
Balkans as the key of the whole
and of the final result, win or
War.

... somewhere in France. Has t
young soldier found his last res
in the field, around Verdun?
he would have preferred this a
his career. *Die after action.*
March comes a postcard from M
Désert is to-day in the hands
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† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave Hongkong	Leave Hongkong	Leave Hongkong	Leave Hongkong
about	about	about	about	about
NOVARA	...	Aug. 16	Aug. 21	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to E. V. D. PARK, Acting Superintendent.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

DESTINATION	STEAMERS	Tons	SAILING DATES
LONDON via SINGAPORE	KAMO MARU	16,000	THURSDAY, 8th June, at Noon
MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KATORI MARU	21,000	THURSDAY, 22nd June, at Noon
VICTORIA, B.C. and SEATTLE	YOKOHAMA MARU	12,800	WEDNESDAY, 7th June, at 4 P.M.
via FEELUNG SHANGHAI, MOJI, KURE, YOKKAICHI, SHANGHAI and YOKOHAMA	SADO MARU	12,800	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE	TANGO MARU	13,500	TUESDAY, 13th June, at 4 P.M.
via MANILA, BANGALANG, THURSDAY, ISLAND, TOWNVILLE & BRISBANE	NIKKO MARU	9,800	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE	CEYLON MARU	10,000	THURSDAY, 22nd June
PENANG and LANGKAT	YETOROFU MARU	9,800	FRIDAY, 9th June
BOMBAY via SINGAPORE, MALACCA and COLOMBO	COLOMBO MARU	9,000	THURSDAY, 15th June
SHANGHAI and KOBE	BOMBAY MARU	9,000	THURSDAY, 8th June
SHANGHAI MOJI and KOBE	NIKKO MARU	9,800	SUNDAY, 11th June, at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	MISHIMA MARU	16,000	TUESDAY, 13th June, at 10 A.M.

† Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single Yen 430
To London via New York 1st Single Yen 875	To London via New York 2nd Single Yen 660
To Victoria, Vancouver, Seattle, 1st Single Yen 800	To Victoria, Vancouver, Seattle, 2nd Single Yen 600
To Sydney, 1st Single Yen 600	To Sydney, 2nd Single Yen 400
To Yokohama, 1st Return Yen 1100	To Yokohama, 2nd Return Yen 800

ROUND-THE-WORLD, TOUR No. 1 21128. TOUR No. 2 211117.
For Further Information as to Freight Sailing, etc., apply to—

TELEPHONE Nos. 222 and 194.

B. NOBI, MANAGER.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamers	Tons and Speed	Leave Hongkong
DAIREN MARU	9,000 — 12 knots	SUN., 18th June Noon
PERSIA MARU	9,000 — 14 knots	TUE., 4th July 10.30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR., 9th July Noon
KIYO MARU	17,500 — 14 knots	TUES., 11th July Noon
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon
JINYO MARU	8,000 — 13 knots	WED., 25th July Noon
SHINYO MARU	11,000 — 15 knots	TUES., 1st Aug. 10.3 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon

† Via MANILA, entering Shanghai. † Proceeding to South American Ports. * Cargo only.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Pacific Railway.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, AERICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.
Steamer Tons and Speed
KIYO MARU 17,500 — 14 knots ... TUESDAY, 11th July.
For Full Particulars as to Passage and Freight, apply to—
S. DOL, AGENT, King's Building, 213.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD
For SHANGHAI, KOBE AND YOKOHAMA ... PAUL LECAT ... On 14th June.
HOMeward
MARSEILLE'S VIA SAIGON and PORTS ... MAGELLAN ... On or about 27th June.
(Without Transshipment)
Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.
1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with P. & O. S. N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to—

TELEPHONE 740. P. THOMAS, AGENT, QUEEN'S BUILDING.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"TAOWA MARU" ... T. Hamada ... MONDAY, 12th June, at 3 P.M.
"MANILA MARU" THURSDAY, 22nd June, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... TUESDAY, 6th June, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA AND MACASSAR.

"YERIMO MARU" ... Y. Furusaka ... SATURDAY, 29th July, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"SOBBU MARU" ... THURSDAY, 8th June, at 9 A.M.
"KALJO MARU" ... SUNDAY, 11th June, at Noon.
† Proceeding to Anping and Takao.
† Proceeding to Tamsui and Keelung.
These Formosan Lines will arrive at and depart from the BOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI, MANAGER, No. 1, Queen's Building.
Tel. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPEROR
EASTERN

All Steamers fitted with wireless telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A fully qualified Doctor and Chemist are carried.
For further particulars, apply to—

GIDE, LIVINGSTON & CO., AGENTS.

